

soon discovered, however, that the 'completion' meant little else than the bringing

of the water to the service reservoir near the Albany, and that next to nothing had been done in the way of laying pipes to distribute the water through the town. Mr.

Wodehouse, in his anxiety for the Fire Brigade, was, we think, the first to bring Mr Price to acknowledge something like the true position.

was discovered that two or three years must yet elapse before the distribution of Tytam water is anything like complete. In fact, the then head of the Public Works Department had a somewhat vague notion as to the system on

which and the extent to which the water would be distributed through China town. He spoke of a possible separate system for fire brigade purposes, but Mr Wodehouse could not get him to state that much fresh water would be conveniently

for some time thereafter the work of laying mains was actively pursued, but, if we mistake not, the great rain-storm checked the progress, and it would now be most interesting to know how far the distribution of Tyne water has proceeded and what the

may rely on that supply in the near future. Dr Ayres' question related to the districts above Hollywood Road. If we remember aright, Mr Pricesaid that the Tytam supply would go up the hill as far as the level of the Albany, but the way in which he shirk-

Finance Committee as to the pressure of the water at that height showed that not much reliance could be placed on the general statement he made. It is at the present moment more than ever important that Dr

any question should be answered, either in the Legislative Council or the Sanitary Board, as there are rumours of the military having undermined the Pokfulam conduit in digging the foundations of the new fort they are constructing above West Point. We do not know how much truth there is

in these rumours, but in view of any interference with the Pokfulam supply it is most desirable that the Colony should be informed as to the extent to which reliance can be put on the Tytam supply. It is some consolation to know that the

present Surveyor General seems determined to prevent the bungling which led to the destruction of Pokfulam water at the beginning of the summer months this year, so that, barring some extraordinary occurrence, such as we have hinted at, we

that source—a source on which we fear a much larger area than the hill-district above the Albany will, at least for some considerable time to come, be entirely dependent.

THE thanks of the community are due to Mr Ede for having revived the subject of laundry work in the Colony. We suppose it is impossible to compete with the Chinese in this business. The two attempts that were made in Hongkong to carry on a steam

laundry ended in failure; and, although with better management better results might be obtained, it is not likely that another effort will be made, at least for some time to come, to enter into competition with Chinese washermen. As the re-

send their clothes to the Chinese, it is highly desirable that something should be done towards improving the mode of treatment adopted by the Chinese in cleaning our clothes. We suppose it will be impossible to wean them from the hammering

process which plays such havoc with shirt fronts, cuffs &c., but we can at least insure that our clothes are washed in clean water. At present the washermen take their clothes to the mountain streams, generally filled with impurities, and spread them

to dry on the inside. It is needless to say that this practice is most objectionable in many respects. The clothes are not thoroughly cleaned, and there is always the risk of their being effected by impurities dangerous to health. The washing on the inside, by means of

to the picturesqueness of the landscape, and has in many instances proved a nuisance to those living in the vicinity. Scarcity of water has hitherto prevented the Colony from dealing with this matter, the importance of which has been long re-

cognised. Last year, when it was thought all our troubles with the water supply were at an end, the Government inserted a sum of \$20,000 in the estimates for the erection of laundries for the people. More pressing work doubtless delayed the carrying out of

the return for several months, and then the great rain-storm in May upset calculations that laundries and various other works had to recede into the distance. We hope Mr Ede's timely revival of the subject will insure the reinsertion of the vote in next year's estimates. What is especially

not of course that the Government should take over the washing of the Colony—it has sometimes enough to do to wash its own linen—metaphorically we mean,—but that it should erect a laundry or laundries whither the washermen might go with

their clothes, where there would be an abundant supply of clean water, and where, we suppose, some supervision would be exercised with a view of preventing contamination or the spread of any infectious disease. The Government might also by this

means as able to obtain some control over the laundry guild, a close body which has hitherto been able to beat down all competition and impose its charges upon the community. The authorities might find it

[illegible]

admirable to let out the stands in the laundry, just as they do the stalls in the market, and thus the initial expense would soon be covered. Was suppose that in the laundry buildings there would be provision for ironing being carried on, for it is during this process in the by-means sweet-smelling shops of the Chinese that our clothes run the greatest risk of picking up germs of disease. In the laundry, also, the clothes baskets, another fruitful source of pollution, would, we imagine, be carefully looked after.

TELEGRAMS.

(Havas Agency.)

PRINCE ALEXANDER.
Prince Alexander of Bulgaria has arrived in Paris.

ITALY AND ABYSSINIA.

PARIS, October 17th.

The Italian Government has delivered, through its Ambassadors accredited to the signatory Powers of the Treaty of Berlin, a declaration informing the Powers that it intends to establish its protectorate over Abyssinia.

THE FRENCH CHAMBERS.

PARIS, 18th October.

The meeting of the new Chamber of Deputies is definitely fixed for the 12th November next.

(From El Comercio.)

SPAIN.

MADRID, Oct. 18.

The Ultramarine Council is suppressed and a Colonial Assembly has been created.

THE CRICKET MATCH AT SHANGHAI.

The following telegram was received from Shanghai to-day by A. K. Travers, Hon. Secretary H. K. C. C.:

(From El Comercio.)

LOCAL AND GENERAL.

PASSED BUREAU.

OUTWARD BOUND: *Brankholo*, Sept. 6; *Zambai*, Oct. 1; *Hesperia*, Dorset, 4; *Amica*, *Bendish*, *Glenloch*, *Patricia*, *Sachsen*, *Leunroth*, *Polygmina*, 8; *Glenloch*, *Leunroth*, *Ulysses*, *Leunroth*, *China*, 15; *Elektra*, *Ulysses*, 18; *Ulysses*, *Elektra*, *Ulysses*, 22.

HOMEWARD BOUND: *Hesperia*, Oct. 1; *Amica*, *Bendish*, *Glenloch*, *Patricia*, *Sachsen*, *Leunroth*, *Polygmina*, 8; *Glenloch*, *Leunroth*, *Ulysses*, *Leunroth*, *China*, 15; *Elektra*, *Ulysses*, 18; *Ulysses*, *Elektra*, *Ulysses*, 22.

The *Coromandel*, with the English Mail of 27th Sept., left Singapore on Tuesday, the 22nd inst., at 8.30 a.m., and may be expected here on or about Monday, the 28th inst. This Packet brings replies to letters despatched from Hongkong on Aug. 16th.

The O. & S. S. Co.'s steamer *Gaio*, with the AMERICAN MAIL of October 3rd, left Yokohama on Thursday, the 24th inst., at daylight, and may be expected here on or about Tuesday, the 29th inst.

The Canadian Pacific Co.'s s.s. *Abyssinia*, from Vancouver, leaves Yokohama for Hongkong direct on the 26th inst.

The N. G. L. s.s. *Bornida* left Singapore on the 21st Sept., and may be expected here on or about the 28th inst.

The O. S. S. Co.'s steamer *Triton*, from Liverpool, left Singapore on the 22nd inst., and may be expected here on or about the 28th inst.

The E. & A. S. S. Co.'s s.s. *Airle* left Sydney for this port on the 18th inst., and may be expected here on or about the 25th inst.

The P. & O. Co.'s extra steamer *Guano* left Bombay for Singapore and this port on the 17th inst.

On account of the inclemency of the weather, there will be no cricket to-morrow.

The Resident of Haidong has instituted criminal action against the editor of *Le Courrier d'Haiphong*, whom he accuses of defaming his character, by stating that he (the Resident), when stationed at Haiphong, was informed by the Director of Customs that Oberg was engaged in smuggling arms and ammunition to the pirates, of which information the Resident took no notice, but showed the door to the Director of Customs.

Messrs. Gibb, Livingston & Co. write us from a telegram just to hand via Singapore, from the Managing Director of the China Borneo Co. Limited, Sandakan, they gather that the s.s. *Afghan*, with the Company's vessel *Turpan* in tow, reached there safely on or before the 18th inst. It will be remembered that the steamer and her tow-boat were on the 11th inst., just before the report of the recent typhoon was made known.

From the *Macao Independent* we learn that mournful demonstrations were made there on Monday last in honour of the late King Dom Luis I. The flags in all the forts were flying half-mast. Minute guns (10 minutes) were fired from the Monte, Barra, Bomparto and Talpa forts, the bells of all the churches tolling at each interval. The public offices were closed for eight days. The general mourning will be of three months' duration, the first half of which will be rigorous mourning.

FRANCISCO Xavier was sued for \$1.25 by U. Sin, before Mr Justice Wise to-day, under peculiar circumstances. Xavier lives in the same house with U. Sin. Quaverius recently heard some of the plaintiff's folks shouting "fire," and found that as the result of the usual fooling with kerosene the floor of the plaintiff's place was in a blaze. In going to help to extinguish the fire Xavier threw aside a bamboo bed which was in his way, and it was for the damage alleged to have been done to this piece of furniture that he was sued. His liability, after hearing evidence, dismissed the case.

This firm of Soupe Hareau and Boeup, Paris, has obtained the contract for the construction of the small railway of 60 centimetres gauge between Phu-lang-thuong and Langson, about 300 miles. The contract price was \$3,050,000.

Le Courrier d'Haiphong gives particulars of the capture of a junk from Pak-hoi with a cargo valued at over \$1,000, and also of the pirating of another junk from the island of Wai-chow-long, with \$3,000 worth of goods. Our contemporary says that the pirates are now in the neighbourhood of Khooan-lang, between Hongay and Keban.

According to a telegram in *Le Courrier d'Haiphong*, the pacification of the province of Tonkin is proceeding more satisfactorily. In the province of Bao-minh the rebel bands have been demoralised by sickness and scarcity of food and their submission is imminent. For the first time since the occupation of the country the taxes are coming in regularly. Comparative tranquillity has also been established in the Langson province. Any European traveller may now go to Cao-bang, La-ga-on or Bao-fé without fear of being disturbed.

Four men were brought before Mr Wodehouse in the Police Court to-day, on remand, charged with causing the death of Lo Tan, master of a rubbish boat, on the 21st inst. The prisoners are the crew of a cargo boat, and it appears that they had a quarrel with the crew of the rubbish boat in question about a place of anchorage, in the course of which the master of the rubbish boat either fell or was pushed overboard and met his death by drowning. Mr Caldwell appeared for the prisoners. One of the men belonging to the rubbish boat stated that the other crew, armed with bamboo poles, boarded their vessel and the deceased got a blow with a pole which knocked him overboard. The case was remanded.

A CORRESPONDENT of the *Comercio* of Manila, writing under date Daraga, 10th October, concerning the Mayon Volcano, says: "The eruption has continued for 36 hours, during which time the underground noises never ceased. If it is alarming to see the great amount of lava thrown from the volcano under a copious shower of rain, it is more so to hear the deafening sounds which resemble those of a tremendous gale. This volcano has a wide break on the east side through which an immense quantity of candescent stone and ashes have fallen in and snuck upon continuously from it. At the foot of the volcano is the village of Libao, the inhabitants of which have fled to a neighbouring place of resort. Up to the present no injury has befallen anybody."

A WRITER in *Le Courrier d'Haiphong* recommends France to take possession of the Paracels and Amphitrite islands, which lie off the Coast of Annam. As strategic points he says they might serve as coal depots and shelters for one or two cruisers whose object might be the stoppage of the trade of China. The groups possess some good anchorage which are at present the centre of a very important fishing trade, little known to Europeans but assiduously cultivated by Chinese and Malays. Connected with the fishing are several industries. The natives prepare the bladders of the fish, fish liver oil, glue, etc., and a sort of brandy made by distilling the gills, heads, etc., of certain fish—a species of brandy of which the Chinese and Malays are very fond. The fish are sold at a very low price by a poor population, and are exported from the Paracels in large Chinese junks to the markets on the Coast of Annam, China and the Malay Peninsula, where the pious fletcher from \$12 to \$22 for ordinary fish, the other products realising from \$30 to \$60. It is estimated that the number of junks on these shores is about 6000. The writer maintains that a revenue from navigation dues, fishing dues and custom dues could be obtained from the islands sufficient to pay the expense of occupation and leave a balance to the good of the Protectorate. A Company with a monopoly of salt would, he thinks, make big profits out of the industries connected with the fishing.

The French are evidently not making so much out of the Yunnan trade as they at first expected. In a recent issue, *L'Asiatique* writes that since the installation of the French Consul at Mongtze there has been no business activity, but everywhere profound calm and discouragement. The Chinese, says our contemporary, were so convinced that the market was to be invaded by French products that they gave orders to their correspondents in Canton, Fokien and Hongkong not to send any goods by the Paise route; and now that the nothing has come forward the Chinese regret the action they took and have re-ordered the goods consigned, which amount in linen and cotton tissue, to a total of Tls. 170,000. *L'Asiatique* further asserts that the vessels which go down from Loaky regularly once a week return empty. At Mongtze the stock of tin in the mines is accumulating for want of European buyers, and altogether there seems to be general surprise that the French are unable to turn to any practical use the important route for the possession of which they spent so much money. On the contrary, *Le Courrier d'Haiphong* says that there is now a good deal of goods coming to Tonkin for Yunnan, and quotes figures from the Custom House showing that the *Mario* and *Alphonse* recently brought 18,600 and 500 pieces of apparel worth of a total value of \$26,415 for Yunnan by way of Loaky.

A CHINESE doctor who was charged to-day with being in possession of opium, without the necessary document from the Ophim Farmer, told the Magistrate that he had a certificate, but his little boy was playing with it yesterday and accidentally swallowed it. The doctor was fined, of course.

Owing to the absence of a representative of the Ottoman Empire in the Philippines and the considerable number of the subjects of that nation now residing in the archipelago, the Spanish Government has just appointed the French Consul in Manila to be in charge of all matters concerning that power.

We observe in a notice issued by Mr McCallum, Acting Commandant of the Hongkong Artillery Volunteers, that the silver gun-carriage presented by the corps to Major Tripp is now finished, and may be soon on the night of the annual general meeting, 31st October. We obtained a glimpse of the present the other day, and we must say that we have never seen a better piece of Chinese workmanship. The work was done in Canton and certainly does credit to the workman. All the details of a gun, gun-carriage and ammunition wagon are faithfully and artistically reproduced, and the whole forms a perfect model.

From particulars which appear in the *Shanghai Times* it appears that the export of Yunnan tin this year shows a decrease compared with last year up to a corresponding date (Aug. 14th), of 90,000 tons. The exported tin reached a total of 170,000 tons.

We have in an official authority that it has been decided by the Koba Municipal authorities to tax the private foreign schools and hospitals in the mixed residence part of the town the same as those belonging to Japanese subjects. *Japan Gazette*.

DURING the three months ending June 30th 30,000 cases of soap were manufactured in Hyogo-ken and the sales reached 27,750 cases, of which 21,146 were exported abroad, the quantities varying from 30 to 55 per cent. Owing to the limited circulation of money in China, the principal market for the goods, business has been quiet since the end of March and the quantity manufactured has consequently diminished.

SOME time ago *Japan Gazette* published a paragraph given us by Captain Lee of O. P. steamer *Abyssinia*, in which a rock was reported as lying off the coast of Japan and the position given was lat. 36° 39' North and long. 142° 20' East, or thereabouts. The *Japan Gazette* then stated that the steamer, on the 11th of July, 1899, while the crew were having dinner, ran on a rock, and holed over so far as to throw the dinner and plates off the table. The crew rushed on deck and at that moment the vessel slipped off into deep water. After the surprise was over the lead was thrown, but no bottom could be found at 33 fathoms. Captain Giorow had just previously taken the sun, and found the position of the vessel to be lat. 36° 38' North and the long. by dead reckoning 142° 00' East. Although this is not exactly the spot indicated by the *Abyssinia*, it is possible that a dangerous rock lies in or about the position pointed out by Captain Lee a year ago.

THE SHANGHAI POSTAL QUESTION.

Here are some rough facts for the disciples of Mr Heunier's theory:—

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The United Kingdom, out of the 1,674, named above, pays the P. & O. annually, the less on which is £123,000 annually, towards which Hongkong contributes some £9,000 not included in the sea-rate quoted above.

By FREIGHT MAIL.

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France and Germany levy a postage of 2d., and pay charges amounting in the case of the English Mail to 3d. 0d., and in the case of the French Mail to 4d. 0d. per letter. The less in the former case is 10d. per letter, in the latter case there is a slight gain of 5d. per letter.

If postage at the British Post Office were reduced to 6 cents, Hongkong would lose 1s. 2d. per letter by the English Mail, and 0d. 4d. per letter by the French Mail.

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THE SOOCHOW 'PIRACY' CASE.

The eight men charged with being found armed on board the steamer *Sochow* with intent to commit a felony, were again brought before Mr Robinson, in the Police Court to-day. Mr Wilkinson appeared for all the prisoners, except the eighth.

Ip Po Wan, P. C., said—At 2.30 a.m. on the 3rd inst. the first four prisoners were brought to No. 7 Station, and the other four were brought there in about an hour afterwards. I heard Inspector Mackie ask them if they had passport-tickets. They all replied that they had tickets for Hallow. By order of the Inspector I searched their persons and found that all except the 1st, 7th and 8th had tickets. These three, in reply to the Inspector, said they must have lost their tickets when they were being searched on board the steamer. In the collection of luggage brought to the Station there were 12 jackets, eight pairs of trousers, five coats and an umbrella. When asked if any of these property belonged to them, the defendants said "no."

This concluded the evidence.

Mr Wilkinson said the charge was that of being armed with intent to commit a felony, and his contention was that there was absolutely no evidence of any intention to commit a felony, while the evidence was totally incapable of supporting the charge of being in possession of arms. One of the chief points relied upon by the prosecution was that the defendants had been thrown overboard. He did not know whether the defendants could be strictly called armed—they were certainly not included in the Arms Ordinance. However, the evidence as to the possession of ships had been broken down completely, and even supposing the ships were in the possession of the defendants, it was an absurdity to say they intended to commit a felony if they were throwing away the articles which they were going to use in committing that felony.

The Hon. Mr. Justice said that the evidence was that the defendants were found with weapons within the meaning of the Ordinance and that they were capable of causing death, but he thought Mr Wilkinson made out his case when he went on to say that there was nothing to connect them with these arms, or at least with all of them. The same remark applied to the revolvers that were found and the swords. There was no evidence of any of the deadly weapons appearing to any of the seven who were defendants. He thought, therefore, that although the prosecution might be able to show that the defendants had been found with weapons, it was not sufficient to justify the commitment of these prisoners. With regard to the eighth man he thought there was a clear case against him. He was quite satisfied with the evidence of the constable who said he saw this prisoner throw away something which was immediately picked up and found to be a revolver. He found the eighth prisoner guilty of an offence against the 5th section of Ordinance 14 of 1889, and imposed a fine of \$100, with the alternative of six months' imprisonment for default of labour. The other men were discharged.

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THE SOOCHOW 'PIRACY' CASE.

The eight men charged with being found armed on board the steamer *Sochow* with intent to commit a felony, were again brought before Mr Robinson, in the Police Court to-day. Mr Wilkinson appeared for all the prisoners, except the eighth.

Ip Po Wan, P. C., said—At 2.30 a.m. on the 3rd inst. the first four prisoners were brought to No. 7 Station, and the other four were brought there in about an hour afterwards. I heard Inspector Mackie ask them if they had passport-tickets. They all replied that they had tickets for Hallow. By order of the Inspector I searched their persons and found that all except the 1st, 7th and 8th had tickets. These three, in reply to the Inspector, said they must have lost their tickets when they were being searched on board the steamer. In the collection of luggage brought to the Station there were 12 jackets, eight pairs of trousers, five coats and an umbrella. When asked if any of these property belonged to them, the defendants said "no."

This concluded the evidence.

Mr Wilkinson said the charge was that of being armed with intent to commit a felony, and his contention was that there was absolutely no evidence of any intention to commit a felony, while the evidence was totally incapable of supporting the charge of being in possession of arms. One of the chief points relied upon by the prosecution was that the defendants had been thrown overboard. He did not know whether the defendants could be strictly called armed—they were certainly not included in the Arms Ordinance. However, the evidence as to the possession of ships had been broken down completely, and even supposing the ships were in the possession of the defendants, it was an absurdity to say they intended to commit a felony if they were throwing away the articles which they were going to use in committing that felony.

The Hon. Mr. Justice said that the evidence was that the defendants were found with weapons within the meaning of the Ordinance and that they were capable of causing death, but he thought Mr Wilkinson made out his case when he went on to say that there was nothing to connect them with these arms, or at least with all of them. The same remark applied to the revolvers that were found and the swords. There was no evidence of any of the deadly weapons appearing to any of the seven who were defendants. He thought, therefore, that although the prosecution might be able to show that the defendants had been found with weapons, it was not sufficient to justify the commitment of these prisoners. With regard to the eighth man he thought there was a clear case against him. He was quite satisfied with the evidence of the constable who said he saw this prisoner throw away something which was immediately picked up and found to be a revolver. He found the eighth prisoner guilty of an offence against the 5th section of Ordinance 14 of 1889, and imposed a fine of \$100, with the alternative of six months' imprisonment for default of labour. The other men were discharged.

THE SHANGHAI POSTAL QUESTION.

Here are some rough facts for the disciples of Mr Heunier's theory:—

The postage on each half-ounce letter for London collected at the British Post Office, Shanghai, amounts to 3d. (81-3).

By EXPRESS MAIL.

Hongkong pays charges to Egypt 22d., Italy 5d., France 6d., and Great Britain 1s. 7d. Total 3s. 0d. on each half-ounce letter.

The United Kingdom, out of the 1,674, named above, pays the P. & O. annually, the less on which

Mails.

U. S. MAIL LINE.

(PACIFIC MAIL STEAMSHIP COMPANY.)

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF ROCHESTER will be despatched for San Francisco, via Yokohama, on SATURDAY, the 20th Instant, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco \$225.00
To San Francisco and return, 393.75
available for 6 months
To Liverpool 325.00
To London 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Fare will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central, Hongkong, October 12, 1889. 1982

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SOEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLE, AND PORTS OF BRAZIL, AND LA PLATA.

ALSO LONDON, HAVRE AND NORDPAUL.

ON WEDNESDAY, the 30th October, 1889, at Noon, the Company's S.S. NATAL, Commandant Sicut, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 29th October, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. G. CHAMPEAUX, Agent.
Hongkong, October 17, 1889. 1997

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship ALEXANDRIA, 3,651 Tons Register, G. A. LEE, Commandant, will be despatched for VANCOUVER, B.C., via KOBE, and YOKOHAMA, on THURSDAY, the 17th November, at Noon.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Ports, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, (Mex.) \$210.00
To common points in Canada 260.00
To Liverpool 325.00
To London 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 6th November.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents.
Hongkong, October 24, 1889. 2041

Vessels Advertised as Loading.

Destination.	Vessel.	Agents.	Date of Loading.
Bremen & Ports of Call	Norfolk (s)	Norddeutscher Lloyd	Oct. 27, at 10 a.m.
London, v. Suez Canal	Orestes (s)	Butterfield & Swire	October 27.
Manila, via Amoy	Moynio (s)	Arnold, Karberg & Co.	About October 20.
Manila, via Amoy	Nanning (s)	Jardine, Matheson & Co.	Oct. 28, at 3 p.m.
Manila, via Amoy	Zafiro (s)	Russell & Co.	Oct. 28, at 4 p.m.
Manilla, v. Saigon, Natal (s)	Manilla (s)	Messageries Maritimes	Oct. 30, at noon.
New York	Robert S. Bennett	Russell & Co.	Quick despatch.
New York	San Witch	Russell & Co.	Quick despatch.
San Francisco, v. Japan	City of Rio de Janeiro (s)	Pacific Mail S. S. Co.	Oct. 20, at 1 p.m.
San Francisco, v. Japan	Galle (s)	O. & S. S. Co.	Nov. 6, at 1 p.m.
Shanghai, via Amoy	Amoy (s)	Simmons & Co.	Oct. 28, at 4 p.m.
Shanghai, via Amoy	Telemachus (s)	Butterfield & Swire	October 30.
Singapore, via Amoy	Telemachus (s)	Butterfield & Swire	October 30, at 10 a.m.
Singapore and Penang Port	Fairy (s)	Lang Shing Co.	Oct. 29, at 2 p.m.
Swatow, Amoy & Tientsin	Hailong (s)	Douglas Laing & Co.	Oct. 27, daylight.
Swatow, Amoy & Tientsin	Chow Ka (s)	Yuen Fat Hong	Oct. 28, daylight.
Sney, M'hu & A. Laidie (s)	Sney (s)	Russell & Co.	Nov. 8, at 4 p.m.
Vancouver (B.C.) &c.	Abyssinia (s)	Adamson, Bell & Co.	Nov. 7, at noon.

Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR SINGAPORE, COLOMBO, ADEN, SOEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 27th day of October, 1889, at 10 a.m., the Company's Steamship NECKAR, Captain SORMER, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till 10 a.m. Cargo will be received on board until 1 p.m. Specie and Parcels until 10 a.m. on the 26th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. For further Particulars, apply to MELOCHERS & Co., Agents.

Hongkong, September 30, 1889. 1886

Occidental & Oriental Steam-Ship Company.

PAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship GALLIC will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 6th November, at 1 p.m.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports, and at San Francisco with Pacific Coast Ports, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco \$225.00
To San Francisco and return, 393.75
available for 6 months
To Liverpool 325.00
To London 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central, Hongkong, October 10, 1889. 2003

Intimations.

Our Jobbing Department HAVING just been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

CHINA MAIL OFFICE.

PUBLICATIONS.

'CHINA MAIL' OFFICE.

CHINA REVIEW—published once in Two Months.

OVERLAND CHINA MAIL—for every Week. Weekly Mail.

CHINA MAIL—Every Day.

Orders for Printing and Book-binding promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE, 2, Wyndham Street (behind the Club.)

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the SAILOR'S HOME, West Point, Hongkong, July 26, 1887.

Intimations.

WINDSOR HOUSE, No. 8, QUEEN'S ROAD CENTRAL, PRIVATE BOARD AND RESIDENCE, AND FAMILY HOTEL.
This Establishment is situated in a most central position, opposite the Telegraph Office and two doors from the Chartered Bank. It offers FIRST-CLASS ACCOMMODATION to RESIDENTS and TRAVELLERS, has a Spacious DINING ROOM, and a large number of well-furnished Bed Rooms with all comforts. A Good Table kept. TABLE D'HOTE—Breakfast, 8.30 a.m.; Dinner, 1 p.m.; Dinner, 7.30 p.m. BOARD by the Month, Day, or Single Meals, at reasonable rates. ARRANGEMENTS CAN BE MADE TO SERVE MEALS IN GENTLEMEN'S QUARTERS. CONTINENTAL LANGUAGES SPOKEN. Mrs. BOHM, Proprietress.

Hongkong, August 30, 1889. 1682

DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist.

(FORMERLY ASSIGNED APPOINTMENT AND TREATMENT ASSISTANT TO DR. ROGERS.)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families. Sole Address.

2, DUDDELL STREET, (Next to the New Oriental Bank.) Hongkong, January 12, 1885. 66

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

LIST OF SUBSCRIBERS TO THE HONGKONG TELEPHONE EXCHANGE.

1.—'The Hongkong Telegraph.'

2.—Cantile, Dr. J.; Manson, Dr. P.; Har-igan, Dr. W.

3.—Cantile, Dr. J.; Residence.

4.—Yenoch, J. Y. V.

5.—The China & Japan Telephone Co., Ltd.

6.—Poonsecker, L.

7.—Arnold, Karberg & Co.

8.—The Hongkong & Shanghai Banking Corporation.

9.—Chater & Vaux.

10.—Peak Hotel & Trading Co., Queen's Road.

11.—Daily Press.

12.—Russell & Co.

13.—R. E. & A. China Telegraph Co., Ltd.

14.—Central Police Station.

15.—Watson, A. S., & Co.

16.—Douglas Laing & Co.

17.—Butterfield & Swire.

18.—P. & O. S. N. Co.

19.—Hongkong & Whampoa Dock Co., Ltd.

20.—Crutchfield, W.

21.—China Mail.

22.—Jordan, Dr. G. P.

23.—The Hongkong & China Gas Co., Ltd.

24.—H. K. & Whampoa Dock, Aberdeen.

25.—Alice Memorial Hospital.

26.—Holiday, Wise & Co.

Merchant Vessels in Hongkong Harbour.

Exclusion of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour or midway between each shore are marked Z., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. & O. Co.'s Office. 5. From P. & O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard.

Section. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From Kowloon Island to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

Section. 12. From East Point to the Harbour Master's Office. 13. From Harbour Master's Office to the P. & O. Co.'s Office. 14. From P. & O. Co.'s Office to Peddar's Wharf. 15. From Peddar's Wharf to the Naval Yard.

Section. 16. From Naval Yard to Blue Buildings. 17. From Blue Buildings to East Point. 18. From Kowloon Island to North Point. 19. Kowloon Wharves. 20. Jardine's Wharf.

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